

4.8 RESOURCE USE PATTERNS

4.8.1 ALTERNATIVE A – PROPOSED CASINO AND HOTEL

TRANSPORTATION/CIRCULATION – PROJECT SITE

Baseline traffic conditions for 2007 and 2017 were forecast for the study intersections to show traffic conditions at the estimated opening years of each phase and the cumulative phase, without the project added. A detailed traffic study was developed for the proposed alternatives by Land Strategies, Inc. This study and its associated appendices are presented within **Appendix K** of this document.

Methodology

The near-term (2007) condition was analyzed. This condition includes background, site plus background, and total traffic numbers anticipated for the year 2007. Background is the no-build traffic volumes, which are projections provided by WisDOT, with the existing transportation system and the proposed improvements. Background plus project is the project traffic volumes for each alternative added to the background traffic volumes. Total Traffic is the addition of traffic volumes generated by other proposed and approved projects to project traffic volumes for each alternative and then added to the background traffic volumes. The Future (2017) effect analysis is presented in the Cumulative Effects section of this EIS (**Section 4.13**).

LOS Standards

The minimum standard LOS, as established by WisDOT considers LOS D for all arterial and collector roadways and intersections as an acceptable LOS. If LOS should worsen to E or F, WisDOT and Kenosha County Highway Department would consider these levels unacceptable.

Site Access and Egress

Access will be provided to the site at five locations: the existing access location on 52nd Street, three access driveways on 104th Avenue (two of which currently exist), and an emergency access point utilizing the existing access driveway on 60th Street. Each access driveway is described below.

Access Driveway/52nd Street: This main access driveway will serve as the entry point for all visitors. It will also serve as an exit point for the casino/hotel development for cabs, buses, limousines and other vehicles that will pick-up/drop-off patrons at the site, and for approximately 30 percent of patrons exiting the parking structure .

Northern Access Driveway/104th Avenue: This access driveway will serve the operations of the dog track. It will be only used by employees.

Central Access Driveway/104th Avenue: This access driveway will serve as the main point of entry and exit for all of the employees.

Southern Access Drive/104th Avenue: There will be minimal traffic entering at this location, limited to service vehicles and employees in the short term, with RV access as a part of the future development. A majority of the patrons exiting the parking structure (approximately 70 percent) will exit the site at this location and onto 104th Avenue via left turn only.

60th Street: This drive will be gated and used only for emergency vehicles and emergency egress, pursuant to the terms of the IGA.

Project Trip Generation

The trip generation rate for the Hotel/Casino and Future Development project is based on rates provided in the article “Calibration of Trip Generation Model for Las Vegas Hotel/Casinos”, by Curtis D. Rowe, Mohamed S. Kaseko, and Kenneth W. Ackeret. The rates were based on casino gaming area and include all of the gaming, entertainment, food and beverage, and the hotel land uses to be built in Phase I and Phase II. The trips for the hotel in Phase III were based on trip generation rates contained in *Trip Generation*, 7th Edition, by the Institute of Transportation Engineers (ITE), 2003. The water park is providing 40 employee parking spaces and 150 visitor parking spaces. To estimate the number of trips generated by the water park land use, a conservative assumption that all 40 of the vehicles occupying the employee parking spaces would enter the park in the morning peak hour, and all 150 visitor parking spaces would empty during the evening peak hour was used. Applying the appropriate trip rate to the land use establishes the number of project generated peak hour trips. Please see **Appendix K** for a detailed discussion of the methodology used for the project trip generation.

As summarized in **Table 4.8-1**, traffic generated by both the Hotel/ Casino Development and Future Development under Alternative A would add a total of 1,750 Weekday AM Peak Hour trips and 2,815 Weekday PM Peak Hour trips to the local roadway network, with a total of 1,515 Weekday AM Peak Hour trips and 2,395 Weekday PM Peak Hour trips added by the Hotel/Casino Development and a total of 235 Weekday AM Peak Hour trips and 420 Weekday PM Peak Hour trips added by the Future Development. No pass-by or multi-linked trips were assumed in the trip generation figures and all trips were considered vehicle trips versus pedestrian or bicycle trips.

Project Trip Distribution and Assignment

Trip distribution was based upon the market area. The casino would be a regional trip generator and the majority of the trips would come from/depart to Interstate 94. **Figure 4.8-1** shows the trip distribution for this alternative. The trips generated for Hotel/Casino development and Future

development of this alternative were assigned to the local roadway network, as shown in **Figure 4.8-2**.

TABLE 4.8-1
TRIP GENERATION - ALTERNATIVE A

Phase	Land Use	Size	Weekday AM Peak Hour			Weekday PM Peak Hour		
			In	Trips Out	Total	In	Trips Out	Total
Casino/ Hotel Development	Casino Gaming	107,300 sf	865	650	1,515	1,245	1,150	2,395
Future Development	Water Park	150 visitor parking spaces, 40 employee parking spaces	40	20	60	40	150	190
	Hotel	500 rooms	115	45	160	90	115	205
	RV Park	60 spaces	5	10	15	15	10	25
	Total Future Development Trips		160	75	235	145	275	420
Total Project Trips			1,025	725	1,775	1,390	1,425	2,815

NOTE: sf= square foot

SOURCE: Land Strategies, Inc., 2005; AES, 2005

Land Use Development and Transportation Projects

According to the Kenosha Department of City Development, there are four land use development projects proposed in the area. These projects are assumed to be operational by 2007. The projects are as follows:

- Kilbourn Woods - 98 single family homes (located on 60th Street east of the 120th Avenue)
- Tylers Ridge - 155 single family homes (located on 60th Street east of the 120th Avenue)
- Peterson Golden Meadows - 329 single family homes (located on 60th Street east of 104th Avenue)
- Business Park of Kenosha Phase 2 - 74.36 acres

Figure 4.8-3 shows the location of these projects. Trip generation estimates and traffic assignments for the future developments were calculated and added to the total traffic volumes to determine the overall traffic volumes in the area. The trip generation estimates and traffic assignments are included in **Appendix K**.

WisDOT plans to improve the I-94 ramps and Western Frontage Road and 120th Avenue intersections with 52nd Street. The current plan calls for a diamond interchange to be built and for the two roads to be relocated. This is proposed to be constructed in the year 2010. A traffic signal is also planned at the intersection of 52nd Street and 95th Avenue by the City of Kenosha, but no plans have been submitted as of yet.

Figure 4.8-1 Project Distribution

Figure 4.8-2 Project Trip Assignment

Figure 4.8-3 Land Use Development Project Locations

Peak Hour Intersection Effects

Peak hour intersection volumes for 2007 were calculated for the background, site plus background and total traffic condition. As shown in **Table 4.8-2**, none of the study intersections have an unacceptable LOS. **Figure 3.8-4** in **Section 3.8.1** shows the 2007 Background traffic volumes.

TABLE 4.8-2
2007 BACKGROUND LEVEL OF SERVICE - KENOSHA PROJECT SITE

Intersection	2007 Background			
	AM		PM	
	With Improvements	Without Improvements	With Improvements	Without Improvements
52 nd Street/88 th Avenue	EBL – B	EBL – B	EBL – B	EBL – B
	EBTR – C	EBTR – C	EBTR – D	EBTR – D
	WBL – B			
		WBL – B	WBL – B	WBL – B
	WBTR – C	WBTR – C	WBTR – C	WBTR – C
	NBA – C	NBA – C	NBA – C	NBA – C
	SBLT – C	---	SBLT – C	---
	SBR – C	---	SBR – C	---
	---	SBA – D	---	SBA – C
	Overall – C	Overall – B	Overall – C	Overall – C
52 nd Street/104 th Ave.	EBL – C	---	EBL – B	---
	EBT – C	---	EBT – C	---
	EBR – C	---	EBR – C	---
	WBL – B	---	WBL – C	---
	WBTR – C		WBTR – C	
	---	NBA – C	---	NBA – C
	NBL – C	---	NBL – C	---
	NBLT – C	---	NBLT – C	---
	NBR – C	---	NBR – B	---
	SBL – D	---	SBL – D	---
	SBTR – B	---	SBTR – D	---
	---	SBA – D	---	SBA – C
	Overall – C		Overall – C	
52 nd Street/Greyhound Access	EBT – B	---	EBT – B	---
	---	EBTR – B	---	EBTR – B
	---	EBR – A	---	EBR – B
	WBL – A	WBL – A	WBL – A	WBL – A
	WBT – A	WBT – A	WBT – A	WBT – A
	NBL – C	NBL – C	NBL – C	NBL – C
	NBR – B	NBR – B	NBR – B	NBR – B
	Overall – A	Overall – A	Overall – A	Overall – B
52 nd Street/I-94 Ramp/Frontage Rd.	---	EBA – B	---	EBA – B
	---	WBA – B	---	WBA – A
	NBLT – C	---	NBLT – C	---
	---	NBA – A	---	NBA – A
	SBLR – B	---	SBLR – B	---
		SBA – A		SBA – A
		Overall – B		Overall – B

Intersection	2007 Background			
	AM		PM	
	With Improvements	Without Improvements	With Improvements	Without Improvements
52 nd Street/Western Frontage Rd.	---	EBT – B	---	EBT – B
	---	EBR – A	---	EBR – A
	---	WBA – A	---	WBA – A
	NBLR – B	---	NBLR – B	---
	---	NBLT – A	---	NBLT – A
	Overall – B		Overall – A	
60 th Street/104 th Ave.	EBL – B	---	EBL – B	---
	---	EBLT – B	---	EBLT – B
	---	EBR – A	---	EBR – A
	EBTR – C	---	EBTR – C	---
	WBL – B	---	WBL – B	---
	---	WBA – B	---	WBA – B
	WBTR – C	---	WBTR – C	---
	NBL – B	NBL – A	NBL – B	NBL – A
	NBTR – C	NBTR – B	NBTR – C	NBTR – B
	SBL – B	---	SBL – B	---
	---	SBLT – B	---	SBLT – B
	SBTR – C	---	SBTR – B	---
	---	SBR – A	---	SBR – A
	Overall – C	Overall – B	Overall – C	Overall – B
60 th Street/120 th Avenue	EBA – A	EBA – A	EBA – A	EBA – A
	WBA – A	WBA – A	WBA – A	WBA – A
	NBA – A	NBA – A	NBA – A	NBA – A
	SBA – A	SBA – A	SBA – A	SBA – A
	Overall – A	Overall – A	Overall – A	Overall – A
104 th Avenue/Southern Access	N/A	N/A	N/A	N/A

NOTE: Cross-column correlation not attainable in all parts of table, since improvements at some intersections entail changes in roadway geometrics.

Bold text denotes unacceptable LOS.

EBL – eastbound left lane;
 EBTR – eastbound through/right lane;
 EBT – eastbound through lane;
 EBR – eastbound right lane;
 EBA – eastbound approach lane;
 WBL – westbound left lane;
 WBA – westbound approach lane;
 WBT – westbound through lane;
 WBTR – westbound through/right lane;
 SBLT – southbound left/through lane;
 SBR – southbound right lane;
 SBA – southbound approach lane;
 SBL – southbound left lane;
 SBTR – southbound through/right lane;
 SBLR – southbound left turn/right turn combination lane;
 NBL – northbound left lane;
 NBR – northbound right lane;

NBTR – northbound through/right lane;
NBA – northbound approach lane;
NBLT – northbound left turn/right turn combination lane.

SOURCE: Land Strategies, Inc., 2005; AES, 2005

Figure 4.8-4 shows the 2007 Background Plus Project traffic volumes. With the Project Plus Background traffic added to the study intersections, as shown in **Table 4.8-3**, the following intersections have an unacceptable LOS without mitigation measures:

- 52nd Street/88th Avenue (EBTR in AM; EBTR, SBA and overall in PM)
- 52nd Street/104th Avenue (NBA and SBA in AM; NBA and SBA in PM).
- 52nd Street/I-94Ramp/Frontage Road (EBA in PM)
- 52nd Street/Western Frontage Road (EBT in PM)

Figure 4.8-4 2007 Background Plus Project Traffic

TABLE 4.8-3
2007 BACKGROUND PLUS PROJECT LEVEL OF SERVICE - KENOSHA PROJECT SITE

Intersection	2007 Background Plus Project			
	AM		PM	
	With Improvements	Without Improvements	With Improvements	Without Improvements
52 nd Street/88th Avenue	EBL – B	EBL – C	EBL – C	EBL – D
		EBTR – E		EBTR – F
	EBT – C	---	EBT – D	---
	EBR – B	---	EBR – C	---
	WBL – B	WBL – B	WBL – B	WBL – B
	---	WBTR – D	---	WBTR – C
	WBT – C	---	WBT – C	---
	WBR – A	---	WBR – B	---
	---	NBA – C	---	NBA – C
	NBL – B	---	NBL – B	---
	NBTR – C	---	NBTR – C	---
	---	---	---	---
	SBL – B	SBA – D	SBL – B	SBA – F
	SBRT – D	---	SBRT – C	---
		---		---
	Overall – C		Overall – C	
		Overall – D		Overall – F
52 nd Street/104 th Avenue	EBL – D	---	EBL – C	---
	EBT – D	---	EBT – D	---
	EBR – A	---	EBR – C	---
	WBL – D	---	WBL – D	---
	WBT – C	---	WBT – C	---
	WBR – B	---	WBR – B	---
	---	NBA – F	---	NBA – F
	NBL – D	---	NBL – C	---
	NBLT – C	---	NBLT – C	---
	NBR – C	---	NBR – D	---
	SBL – C	---	SBL – D	---
	SBTR – D	---	SBTR – D	---
	---	SBA – E	---	SBA – F
	Overall – C		Overall – C	
52 nd Street/Greyhound Access	EBT – B	---	EBT – B	---
	---	EBTR – B	---	EBTR – B
	---	EBR – B	---	EBR – C
	WBL – C	WBL – C	WBL – C	WBL – B
	WBT – A	WBT – A	WBT – A	WBT – A
	NBL – C	NBL – C	NBL – C	NBL – D
	NBR – B	NBR – B	NBR – B	NBR – B
	Overall – A	Overall – B	Overall – B	Overall – B
52 nd Street/I-94 Ramp/Frontage Rd.	---	EBA – D	---	EBA – E
	---	WBA – C	---	WBA – C
	NBLT – D	---	NBLT – E*	---
	---	NBA – A	---	NBA – B
	SBLR – C	---	SBLR – C	---
	---	SBA – A		SBA – A
		Overall – C		Overall – D
52 nd Street/Western Frontage	---	EBT – D	---	EBT – E

2007 Background Plus Project				
Intersection	AM		PM	
	With Improvements	Without Improvements	With Improvements	Without Improvements
Rd.	---	EBR – A	---	EBR – A
	---	WBA – C	---	WBA – C
	NBLR – B	---	NBLR – C	---
	---	NBLT – A	---	NBLT – A
	Overall – C		Overall – D	
60 th Street/104 th Avenue	EBL – B	---	EBL – B	---
	---	EBLT – B	---	EBLT – C
	---	EBR – A	---	EBR – B
	EBTR – C	---	EBTR – C	---
	WBL – C	---	WBL – B	---
	---	WBA – C	---	WBA – E
	WBT – C	---	WBT – C	---
	WBR – C	---	WBR – B	---
	NBL – B	NBL – A	NBL – B	NBL – B
	NBTR – C	NBTR – B	NBTR – C	NBTR – C
	SBL – B	---	SBL – B	---
	---	SBLT – B	---	SBLT – C
	SBTR – C	---	SBTR – C	---
	---	SBR – A	---	SBR – B
	Overall – C	Overall – B	Overall – C	Overall – D
60 th Avenue/120 th Avenue	EBA – A	EBA – A	EBA – A	EBA – A
	WBA – A	WBA – A	WBA – A	WBA – A
	NBA – A	NBA – A	NBA – A	NBA – A
	SBA – A	SBA – A	SBA – A	SBA – A
	Overall – A	Overall – A	Overall – A	Overall – A
104 th Avenue/Southern Access	EBL – C	N/A	EBL – C	N/A
	NBL – B		NBL – B	
	NBT – B		NBT – B	
	SBT – B		SBT – B	
	SBR – A		SBR – A	
	Overall – B		Overall – B	

NOTE: Bold text denotes unacceptable LOS.
 EBL – eastbound left lane;
 EBTR – eastbound through/right lane;
 EBT – eastbound through lane;
 EBR – eastbound right lane;
 EBA – eastbound approach lane;
 WBL – westbound left lane;
 WBA – westbound approach lane;
 WBT – westbound through lane;
 WBTR – westbound through/right lane;
 SBLT – southbound left/through lane;
 SBR – southbound right lane;
 SBA – southbound approach lane;
 SBL – southbound left lane;
 SBTR – southbound through/right lane;
 SBLR – southbound left turn/right turn combination lane;

NBL – northbound left lane;

NBR – northbound right lane;

NBTR – northbound through/right lane;

NBA – northbound approach lane;

NBLT – northbound left turn/right turn combination lane. *Improvement at this intersection includes removal of four-way stop control; intersection does not meet signal warrants.

SOURCE: Land Strategies, Inc., 2005; AES, 2005

Figure 4.8-5 shows the 2007 total traffic volumes. With the total traffic added to the study intersections, as shown in **Table 4.8-4**, the following intersections have an unacceptable LOS without mitigation measures:

- 52nd Street/60th Street (EBTR, WBTR, and overall in AM ; EBTR, SBA and overall in PM)
- 52nd Street/104th Avenue (NBA and SBA in AM; NBA and SBA in PM)
- 52nd Street/I-94 Ramp/Frontage Road (EBA, WBA, and overall in AM; NBLT, SBLR EBA, WBA and overall in PM)
- 52nd Street/Western Frontage Road (EBT, WBA and overall in AM; EBT, WBA and overall in PM)
- 60th Street/104th Avenue (WBA and overall in AM; EBL, WBA, NBTR, and overall in PM)

Figure 4.8-5 2007 Total Traffic

TABLE 4.8-4
2007 TOTAL TRAFFIC LEVEL OF SERVICE - KENOSHA PROJECT SITE

Intersection	2007 Total Traffic			
	AM		PM	
	With Improvements	Without Improvements	With Improvements	Without Improvements
52 nd Street/88th Avenue	EBL – B	EBL – C	EBL – C	EBL – D
	---	EBTR – E	---	EBTR – F
	EBT – C	---	EBT – D	---
	EBR – B	---	EBR – C	---
	WBL – B	WBL – B	WBL – B	WBL – B
	WBT – C	---	WBT – C	-----
	WBR – B	---	WBR – B	---
	---	WBTR – E	---	WBTR – C
	---	NBA – C	NBA – B	NBA – C
	NBL – B	---	---	---
	NBTR – C	---	NBTR – C	---
	---	SBA – D	---	SBA – F
	SBL – B	---	SBL – B	---
	SBTR – D	---	SBTR – C	---
	Overall – C	Overall – E	Overall – C	Overall – F
52 nd Street/104 th Avenue	EBL – D	---	EBL – D	---
	EBT – D	---	EBT – D	---
	EBR – A	---	EBR – C	---
	WBL – C	---	WBL – D	---
	WBT – C	---	WBT – C	---
	WBR – B	---	WBR – B	---
	---	NBA – F	---	NBA – F
	NBL – C	---	NBL – C	---
	NBLT – C	---	NBLT – C	---
	SBL – D	---	SBL – D	---
	SBTR – D	---	SBTR – D	---
	---	SBA – F	---	SBA – F
	Overall – C		Overall – D	
52 nd Street/Greyhound Access	EBT – B	---	EBT – B	---
	---	EBTR – B	---	EBTR – B
	---	EBR – B	---	EBR – C
	WBL – C	WBL – A	WBL – C	WBL – B
	WBT – A	WBT – A	WBT – A	WBT – A
	NBL – D	NBL – D	NBL – D	NBL – D
	NBR – B	NBR – B	NBR – B	NBR – B
	Overall – B	Overall – D	Overall – B	Overall – B
52 nd Street/I-94 Ramp/Frontage Rd.	---	EBA – F	---	EBA – F
	---	WBA – E	---	WBA – F
	NBLT – F*	---	NBLT – F*	---
	---	NBA – C	---	NBA – C
	SBLR – F*	---	SBLR – F*	---
	---	SBA – B	---	SBA – B
		Overall – F		Overall – F

Intersection	2007 Total Traffic			
	AM		PM	
	With Improvements	Without Improvements	With Improvements	Without Improvements
52 nd Street/Western Frontage Rd.	---	EBT – F	---	EBT – F
	---	EBR – A	---	EBR – A
	---	WBA – E	---	WBA – F
	NBLR – D	---	NBLR – D	---
	---	NBLT – B	---	NBLT – B
	Overall – F			Overall – F
	EBL – B	EBL – C	EBL – B	EBL – F
	EBTR – C	EBTR – A	EBTR – C	EBTR – B
	---	WBA – F	---	WBA – F
	WBL – B	---	WBL – B	---
	WBT – C	---	WBT – C	---
60 th Street/104 th Avenue	WBR – B	---	WBR – B	---
	NBL – B	NBL – B	NBL – B	NBL – B
	NBTR – C	NBTR – C	NBTR – C	NBTR – E
	SBL – B	SBL – C	SBL – B	SBL – D
	SBTR – C	SBTR – B	SBTR – C	SBTR – B
	Overall – C		Overall – C	Overall – F
	Overall – C	Overall – E	Overall – C	
60 th Avenue/120 th Avenue	EBA – B	EBA – B	EBA – C	EBA – C
	WBA – B	WBA – B	WBA – C	WBA – C
	NBA – B	NBA – B	NBA – C	NBA – C
	SBA – A	SBA – A	SBA – B	SBA – B
	Overall – B	Overall – B	Overall – C	Overall – C
104 th Avenue/Southern Access	EBL – C	N/A	EBL – C	N/A
	NBL – B		NBL – B	
	NBT – B		NBT – B	
	SBT – B		SBT – B	
	SBR – A		SBR – A	
	Overall – B		Overall – B	

NOTE: Bold text denotes unacceptable LOS.

EBL – eastbound left lane;
 EBTR- eastbound through/right lane;
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 EBR – eastbound right lane;
 EBA – eastbound approach lane;
 WBL – westbound left lane;
 WBA – westbound approach lane;
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 SBA – southbound approach lane;
 SBL – southbound left lane;
 SBTR – southbound through/right lane;
 SBLR – southbound left turn/right turn combination lane;
 NBL – northbound left lane;
 NBR – northbound right lane;
 NBTR – northbound through/right lane;
 NBA – northbound approach lane;

NBLT – northbound left turn/right turn combination lane. * Improvement at this intersection includes removal of four-way stop control; intersection does not meet signal warrants.

SOURCE: Land Strategies, Inc., 2005; AES, 2005

Construction Impacts

Impacts resulting from the construction of Alternative A would be temporary in nature. Impacts from construction activities for Alternative A would be concentrated on 52nd Street, 104th Avenue, 60th Street (County Road K), and 120th Avenue (Eastern Frontage Road) in the immediate vicinity of the project site, as the focus of construction activity would be occurring at the project site. Interstate 94, 120th Avenue (Western Frontage Road), 95th Avenue, and 88th Avenue (County Road H) would also experience an increase in construction traffic due to their proximity to the project site. Traffic-related construction impacts typically experienced may include traffic delays, one-way traffic control, temporary road closures, and traffic detours.

Emergency services would experience a delay in response time to emergencies when traveling along the roadways near the project site, such as 52nd Street, 104th Avenue, 60th Street, and 120th Avenue (Eastern Frontage Road). The construction traffic impact would primarily represent a temporary inconvenience to travelers on affected roadways and area residents. However, potential obstruction of emergency services represents a potentially significant impact. Mitigation measures are included in **Section 5.0** that address this impact.

LAND USE

Consistency with the Kenosha Corridor Land Use Plan

Alternative A will replace an existing commercial development with a casino, event center, hotel, and water park. The majority of the property has been designated by the City of Kenosha as Commercial. The Corridor Land Use Plan defines this classification as auto oriented, neighborhood and regional business, service, retail and convenience uses. Alternative A is consistent with the commercial designation and the role it will play as a regional auto oriented commercial business.

Consistency with the Zoning Ordinance, City of Kenosha, Wisconsin

The project parcel has several different zoning districts associated with the project site. The majority of the site is Zoned (IP) Institutional Park. Zoning overlays for other portions of the site include (FW) Floodway District, (FFO) Floodplain Fringe Overlay District, and (SWO) Shoreline Wetland Overlay District. Development will only occur in the (IP) zoned district, which meets the recreation requirements outlined within the zoning ordinance. The Tribe has adopted Tribal ordinance 04-44, which is substantially similar to the current zoning ordinance for the City of Kenosha. This includes plan review and height restrictions responsive to Airport overly districts and runway protection zones. As a result, development of Alternative A would be consistent with the City of Kenosha zoning ordinance.

Consistency with FAA/Airport Zoning

The northwest corner of the project site currently includes an area designated by the zoning ordinance as “Air-1 District,” which is a runway protection zone and limits development to agriculture crops or air navigation facilities. The central portion of the project site currently includes an area designated by the zoning ordinance as “Air-3 District,” which is classified as an approach zone. Development is limited to all uses permitted under the existing zoning district and all proposed development should provide a minimum of five decibels extra noise reduction. Since no development is planned for the area designated as an “Air-1 District”, Alternative A is consistent with this zone. Development will occur in the “Air-3 District” and the “Air-4 District”. Building and construction plans will be made available for review to the Airport prior to construction to meet the site plan review guidelines stated within the zoning ordinance. Building elevations for Alternative A will be no greater than 58 feet above grade, which will comply with the height limitations zoning map.

FAA Advisory Circular 150/5200-33 recommends at least 10,000 feet between any wildlife attractant, such as ponds or wetlands, and an airport’s aircraft movement area. As described in Section 3.8, the existing ponds in the northern portion of the project site could potentially create a hazard involving waterfowl movements through aircraft flight paths. The additional detention basins could potentially add to these hazards if not mitigated. This would be a potentially significant impact.

Consistency with the Wisconsin Coastal Management Program

Although located with the delineated coastal management program area, the location of Proposed Alternative A does not fall within one of the six Special Category Areas (SCAs) identified by the WCMP as areas of particular concern. Proposed Alternative A would therefore be consistent with the WCMP and have a less than significant impact on Wisconsin’s natural and historic natural resources.

Land Use Compatibility

Alternative A will result in commercial development in an area that is located on land currently being used and planned for regional commercial development. Overall, Alternative A will result in development that is compatible with existing and planned land uses in the vicinity of the property. Alternative A will not result in a noticeable increase in land use intensity; rather the nature of the commercial activity will vary slightly from the existing use.

AGRICULTURE

The project site does not contain existing agricultural uses. The property is designated Commercial by the Kenosha Corridor Land Use Plan, which supports the development of

regional auto oriented commercial development. Alternative A will not result in the loss of available agricultural land.

OTHER RESOURCES USES

The property is not used for hunting, fishing, gathering, timber harvesting, mining, or recreational activities. Therefore, no impact will result from the development Alternative A.

4.8.2 ALTERNATIVE B – REDUCED INTENSITY ALTERNATIVE

TRANSPORTATION/CIRCULATION

The project traffic impacts in the Near-Term (2007) Condition under this alternative would be less than significant. Additional trips generated for this alternative would be derived from the inclusion of Class III gaming devices and tables in the existing first and third floor of the clubhouse. The existing DGP and associated facilities typically generate a peak number of trips before race time and after, whereas gaming devices and tables typically generate a steady flow of trips over 24 hours. The distribution of trips for this alternative would occur on the same roadways identified under Alternative A, and a greater number of trips would be generated from the additional gaming activities proposed under this alternative. Unlike the trips generated in association with racetrack spectatorship, these additional gaming-related trips are distributed over a 24-hour period. The resulting impact would be additional traffic demand, although its 24-hour distribution would not likely cause significant LOS impacts to the study intersections.

LAND USE

Tribal Sovereignty

If and when the DGP property is taken into trust, it will no longer be subject to the Kenosha Corridor land use jurisdiction. The only applicable land use regulations on the property will be Tribal regulations.

Effects to Project Area

Consistency with the Kenosha Corridor Land Use Plan

Development of Alternative B will utilize the existing DGP facility by supplementing the existing commercial activities with a casino and other casino related facilities. As a result, development of Alternative B would be consistent with the commercial designation and the role it will play as a regional auto oriented commercial business.

Consistency with the Zoning Ordinance, City of Kenosha, Wisconsin

The Tribe has adopted Tribal ordinance 04-44, which is substantially similar to the current zoning ordinance for the City of Kenosha. This includes plan review and height restrictions responsive to

Airport overlay districts and runway protection zones. As a result, development of Alternative B would be consistent with the City of Kenosha zoning ordinance.

Consistency with the Wisconsin Coastal Management Program

Although located with the delineated coastal management program area, the location of Alternative B does not fall within one of the six Special Category Areas (SCAs) identified by the WCMP as areas of particular concern. Proposed Alternative A would therefore be consistent with the WCMP and have a less than significant impact on Wisconsin's natural and historic natural resources.

Land Use Compatibility

Alternative B will not result in a significant increase in land use intensity; rather the nature of the commercial activity will vary slightly from the existing use.

Consistency with FAA/Airport Zoning

FAA Advisory Circular 150/5200-33 recommends at least 10,000 feet between any wildlife attractant, such as ponds or wetlands, and an airport's aircraft movement area. As described in Section 3.8, the existing ponds on the north portion of the project site could potentially create a hazard involving waterfowl movements through aircraft flight paths. While no impacts would result to aircraft safety as a result of Federal action under Alternative B, safety hazards to aviation are considered significant here. Please see **Section 5.0** for mitigation.

AGRICULTURE

The DGP site does not contain existing agricultural uses. The property is designated Commercial by the Kenosha Corridor Land Use Plan, which supports the development of regional auto oriented commercial development. Alternative B will not result in the loss of available agricultural land.

OTHER RESOURCES USES

The property is not used for hunting, fishing, gathering, timber harvesting, mining, or recreational activities. Therefore, no impact will result from the development Alternative B.

4.8.3 ALTERNATIVE C – KESHENA SITE ALTERNATIVE

TRANSPORTATION/CIRCULATION

The project traffic impacts in the Near-Term (2007) Condition under this alternative would be distributed onto the nearby roadway network surrounding the project site. The project site is located in a remote area with little traffic. The distribution of trips would occur on the same

roadways identified under the existing setting for Keshena site described in **Section 3.8-2**. The trips generated by this alternative would increase traffic volumes through the project area, but as traffic volumes are low, even with a reduction taken in roadway capacity to account for roadway conditions, the trips generated would have an insignificant effect on the roadway capacity and ability to maintain acceptable LOS standards.

LAND USE

Menominee County land use regulations do not apply to the project area on the existing reservation. The only applicable land use regulations on the Reservation are those that are Tribal. The Tribal Legislature relies upon the Tribal Council, the governing body of the Tribal Legislature, to guide and regulate land use on tribal lands. The Tribal Council has previously approved development of the existing gaming facility and has approved the redevelopment of the existing site with an expanded casino and hotel. The Tribal Legislature desires to work cooperatively with local and State authorities on matters related to land use. Cooperation with local jurisdictions on matters related to land use, and the discussion of the specific development related environmental consequences as described in **Section 4.1** through **Section 4.15**, matters related to land use with respect to tribal sovereignty are considered less than significant.

AGRICULTURE

The development of Alternative C would involve some tree removal. These trees are part of the Tribe's forest used for timber harvesting. As stated above, the Tribal Government relies upon the Tribal Council, the governing body of the Tribal Government, to guide and regulate land use on tribal lands. Removal of the trees from timber harvesting activities would be subject to approval of the Tribal Government. No impacts to agricultural land would occur off-site to County agricultural land.

OTHER RESOURCES USES

The property is not used for hunting, fishing, gathering, timber harvesting, mining, or recreational activities. Therefore, no impact will result from Alternative C.

4.8.4 ALTERNATIVE D – HOTEL-CONFERENCE CENTER AND RECREATIONAL DEVELOPMENT

TRANSPORTATION/CIRCULATION

The project traffic impacts in the Near-Term (2007) Condition under this alternative are considered significant. Alternative D includes the hotel-conference center, events and convention center, water park, miniature golf course, gift shop, video arcade and food and beverage facilities. The distribution of trips would occur on the same roadways identified under Alternative A. Trip generation would be substantially more than that of existing conditions. The trip generation for this alternative would be similar but somewhat less than Alternative A, because the square

footage of the facilities is slightly less. Alternative D would most likely create the same impacts on the study intersections as identified under Alternative A, and the same mitigation, as specified in **Section 5.0** would be required.

LAND USE

Tribal Sovereignty

As with Alternative A, if and when the DGP property is taken into trust, it will no longer be subject to the Kenosha Corridor land use jurisdiction. The only applicable land use regulations on the property will be Tribal regulations.

Effects to Project Area

Consistency with the Kenosha Corridor Land Use Plan

Alternative D would supplement the existing DGP with a Hotel, conference center, and other commercial and recreational activities. The majority of the project site has been designated by the Kenosha Corridor Land Use Plan as Commercial. Development of Alternative D would be consistent with the commercial designation and the role it will play as a regional auto oriented commercial business. This is a less than significant effect.

Consistency with the Zoning Ordinance, City of Kenosha, Wisconsin

As with Alternative A, the Tribe has adopted Tribal ordinance 04-44, which is substantially similar to the current zoning ordinance for the City of Kenosha. This includes plan review and height restrictions responsive to Airport overly districts and runway protection zones. As a result, development of Alternative D would be consistent with the City of Kenosha zoning ordinance.

Consistency with the Wisconsin Coastal Management Program

Although located with the delineated coastal management program area, the location of Alternative D does not fall within one of the six Special Category Areas (SCAs) identified by the WCMP as areas of particular concern. Proposed Alternative A would therefore be consistent with the WCMP and have a less than significant impact on Wisconsin's natural and historic natural resources.

Land Use Compatibility

As with Alternative A, Alternative D will result in commercial development in an area that is located on land currently being used and planned for regional commercial development. Alternative D will not result in a noticeable increase in land use intensity; rather the nature of the commercial activity will vary slightly from the existing use. This is a less than significant effect.

Consistency with FAA/Airport Zoning

The northwest corner of the project site currently includes an area designated by the zoning ordinance as “Air-1 District,” which is a runway protection zone and limits development to agriculture crops or air navigation facilities. The central portion of the project site currently includes an area designated by the zoning ordinance as “Air-3 District,” which is classified as an approach zone. Development is limited to all uses permitted under the existing zoning district, and all proposed development should provide a minimum of five decibels extra noise reduction. Since no development is planned for the area designated as an “Air-1 District”, Alternative A is consistent with this zone. Development will occur in the “Air-3 District” and the “Air-4 District”. Building and construction plans will be made available to the Airport for review prior to construction to meet the site plan review guidelines stated within the zoning ordinance. Building elevations for Alternative A will be no greater than 58 feet above grade, which will comply with the height limitations zoning map.

FAA Advisory Circular 150/5200-33 recommends at least 10,000 feet between any wildlife attractant, such as ponds or wetlands, and an airport’s aircraft movement area. As described in Section 3.8, the existing ponds in the northern portion of the project site could potentially create a hazard involving waterfowl movements through aircraft flight paths. The additional detention basins could potentially add to these hazards if not mitigated. This would be a potentially significant impact.

AGRICULTURE

The project site does not contain existing agricultural uses. The property is designated Commercial by the Kenosha Corridor Land Use Plan, which supports the development of regional auto oriented commercial development. Alternative D will not result in the loss of available agricultural land or interfere with off-site agricultural uses.

OTHER RESOURCES USES

The property is not used for hunting, fishing, gathering, timber harvesting, mining, or recreational activities. Therefore, no impact will result from the development of Alternative D.

4.8.5 ALTERNATIVE E – NO ACTION

TRANSPORTATION/CIRCULATION

The traffic conditions under the No Action Alternative are as described for the background conditions for 2007 and 2017 for the Kenosha project site and for the Keshena project site. No new traffic would be added to the local roadways or highways; therefore, no effects would occur under this alternative.

LAND USE

Under the No Action alternative, all current land uses would be retained. As a result, no significant effect would occur under this alternative.

AGRICULTURE

Under the No Action alternative, the current non-agricultural land uses of the project site would continue. No impacts would occur.